

Lago Refinery Runs Billionth Barrel March 15

Production Achievement To be Celebrated With Gathering at M.&C. Office

Refinery One of Few in World To Pass Billion-Barrel Mark

The Lago refinery in Aruba passes a great milestone in its history March 15 when it processes the billionth barrel of crude oil since the first operation of stills here January 29, 1929.

While this is not a record for all refineries, there are few in the world that have equalled it, and none that have reached this figure in the comparatively short space of 16 years. In the United States many plants that are over 50

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Medalla Conmemorativo Pa Worde Duná Na Empleadonan Di B.-B.

E 136 empleadonan cu tabata traha den refinaria di Lago na Januari, 1929, i cu ainda ta presta nan sirbishi aki, lo ricibi un recuerdo en reconocimiento di ta "hombenan di e billon-barril". Cada un lo ricibi un medalla di brons ariba cual ta graba es inscripcion aki: "Lago, Januari 1929 - Maart 1945, Aruba, N.W.I., 1,000,000,000 Bbbls."

Di acuerdo cu plannan actual e medallanan lo worde distribui na e ceremonia dia 15 di Maart. Mira pagina 4 pa nomber di empleadonan cu lo ricibi e medallanan.

Job-Seeker Calls Company From Surinam by Radio-Telephone

Manuel Balanco of Personnel's employment division has hired hundreds of men, sometimes one at a time, over a desk, sometimes (as in 1943) making arrangements to bring 150 recruits to Aruba by Army transport. But last month he had the novel experience of discussing a job with a man at the other end of a telephone connection, more than 1,000 miles away.

He received a telephone call one morning from the San Nicolas post-office, and was told a call from Surinam was coming through for him in ten min-

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Shown at left is the bronze medallion commemorating Lago's billionth barrel of crude throughput. The billion-barrel men (see page 4 for names) will be given these medallions at the ceremony March 15.

Na banda robes nos ta mira e medallion di brons cu ta conmemora Lago su billonésimo barril di petroleo crudo. E empleadonan cu a produci e billon-barril (mira pagina 4 pa e nombenan) lo worde duná e medallionnan aki na e ceremonia dia 15 di Maart.



Still-Used Reservoir Pre-Dates Refinery Days



Isaac Campbell of the Evaporating Plant is pointing to the date.

The coral-and-concrete structure above goes back even beyond the time of Lago's Barrel No. 1. It was built in 1925 as a water reservoir, and 20 years later it is still seeing service. It is located between the Evaporating Plant and the M. & C. Shops, an area where only cactus flourished when it was built.

Ralph Watson of Receiving & Shipping recalls that he helped to build this reservoir. A man named Frank Levitt was in charge of the job, and Mr. Watson was his transitman.

Drawing water from Mangel Cora well, the reservoir was originally intended to supply boiler water for the dredge that made San Nicolas harbor, and also for the first boiler house, which was soon built nearby.

It was the first permanent construction (and the first of any kind, aside from a few frame shacks) connected with the little oil transfer station that was destined to grow into one of the largest refineries in the world.

Ralph Watson's reminiscences are the earliest that can be found of Company operations at this end of the island. Starting in October, 1924, he commuted between Oranjestad and San Nicolas, taking up residence here early in 1925. At one time he was captain of the launch "Invermira". He lost his first command, however, when he piled her up on the reef, and Hendrik Wever, present cap-

tain of the tug "Bonaire", took over from him.

His first work was in surveying the harbor and laying out tank-sites, in preparation for the arrival of lake tankers. (The first laker in San Nicolas harbor was the "Inverlago", which discharged through lines laid across a barge to shore, before a dock was finished). He recalls that Gabriel Weller, now of the Garage, was probably the first locally-hired employee; Weller rowed the boat while harbor soundings were made.

When docks are mentioned, E. M. Ruiz, former long-service Marine employee, recalls that they first used an old dock left from the phosphate-mining days. At some time in '25 or '26, however, the schooner "Pioneer" struck it and it collapsed, and from then on construction materials were discharged on lighters.

Watson and Levett lived for the first 18 months in the White House (see cut), which was located just south of the

The White House



Blacksmith Shop. This building, dating from about 1860, had originally belonged to the father of the late John Eman. It had been a store, catering to the square-rigged sailships that came in for phosphate cargoes.

The two men slept in hammocks and used hurricane lamps for light. Ralph still has the first San Nicolas payroll, dated March 30, 1925, which was for Fls. 4.50 to Prudentia and Fls. 3 to Efiginia, for cooking and laundry, and a bill for Fls. 4.75 for water and firewood. (Prudentia is the mother of Freddie Dirksz, a little toddler then but now a capable laboratory assistant at No. 3 Laboratory).

History has a way of repeating itself, and the recent Company regulation against stray animals in the concession has a duplicate 20 years ago. Watson says their sleep was disturbed by the grunting of some wandering pigs owned by nearby householders, and he issued a notice that any pigs found running loose would be impounded in a corral. The pigs continued to wander at night, and also to grunt, so he and seven assistants spent a day chasing pigs through the cactus. Either the corral was defective or the owners thought it was nice of Ralph to save them the trouble of catching their pigs, because next morning every pig but one was gone.

One of the early jobs was running a railroad track to the promontory now called "The Hill", where they got granite for roads and tank foundations. The first driver on this railroad into the wilderness was Raymond Vrolyck, now chief engineer on the tug "Bonaire". (His father, Jose Vrolyck, now retired, was the first labor foreman).

Some other notable firsts:

Johan Eman, uncle of the late John Eman, was the Company's first agent here. For a time in 1925, he employed men for the first construction, paying them at the then standard labor rate of Fls. 1.50 per day and a noon meal.

Jan Beaujon, now of the Safety Division, helped the Company surveyor make the first survey of the concession, during a vacation from his school-teaching job. Idelgo Frigerio, now operator at the Government radio station, also assisted on the survey.

Pedro de Windt, now janitor at Receiving & Shipping, was the first pump-tender at Mangel Cora well, which supplied the first water.

First Lago Still Was Home-Made Effort

E construcion di coral-i-beton na banda robez ta data hasta prome cu e tempo di Lago su 1-Barril. E a worde construi na anja 1925 como un deposito di awa, i 20 anja despues ainda nos ta mir'e haci su trabao. E ta situa entre e Planta Evaporador i e Shopnan di M. & C., un lugar unda solamente cadushi tabata crece tempo cu e a worde construi.

Ralph Watson di Receiving & Shipping ta recorda cu el a yuda construi e deposito aki. Un homber cu tabata yama Frank Levitt tabata encarga cu e trabao, i Sr. Watson tabata su "transitman".

E deposito tabatin principalmente pa obheto suministra awa pa e boilernan di e draga cu a coba haaf di San Nicolas, como tambe awa pa e prome boilerhouse, cu pronto a worde construi ey banda.

Esaki tabata e prome construcion permanente (sin conta un poco chozanan di madera) conecta cu e stacion chiquito pa transporta azeta cu tabata destina pa bira un di e refinarianan mas grandi di mundo.

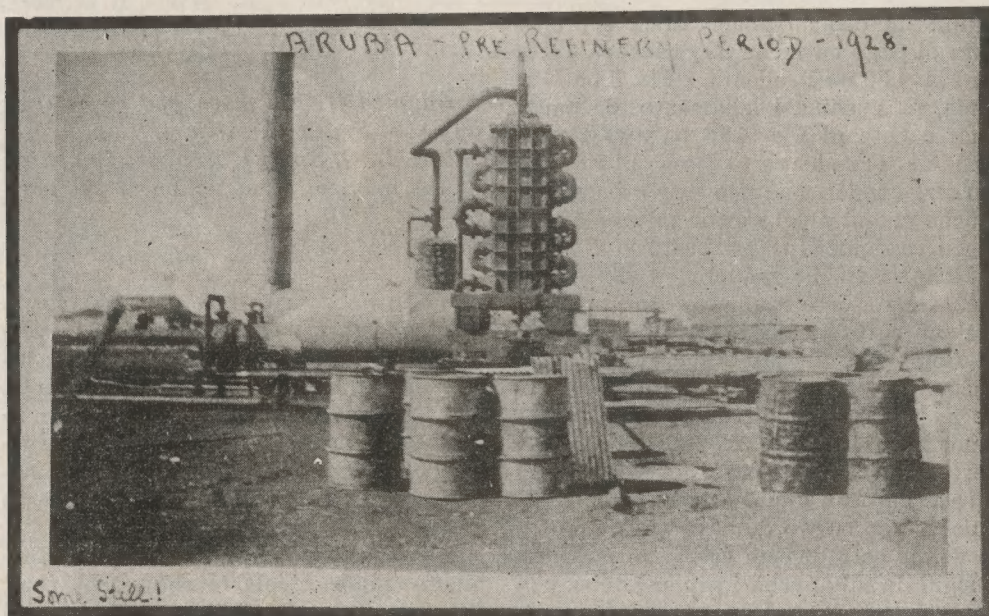
Recuerdonan di Ralph Watson cu respecto na operacionnan di Compania ta esunnan mas bieuw cu nos por imagina na es extremo aki di e isla. Tempo cu el a cuminza traha na October, 1924, biahando di Oranjestad pa San Nicolas, el a tuma su residencia aki na principio di anja 1925. Durante algun tempo e tabata captan di e lancha "Invermira". El a perde su prome mando, sinembargo, dia cu el a barr'e ariba rif, i Hendrik Wever, kende awor ta captan di e touwboot "Boinaire", a ocupa su puesto.

Su prome trabao tabata haci un estudio di e haaf i proyecta lugarnan pa tanki, sperando binimento di lake tankers. (E prome tanker tabata "Inverlago", cu a descarga pa medio di tubonan cu a worde poní di dwars ariba un barca pa tera, prome cu un waaf a worde completá). E ta corda cu Gabriel Weller, actualmente emplea na Garashi, tabata probabelmente e prome empleado local; Weller ta rema e boto mientras cu sondeamento di e haaf ta tumando lugar.

Watson i Levett a biba durante e prome 18 luna den e Casa Blanca (mira portret), cu tabata situa pabao di e Blacksmith Shop. E edificio aki, cu ta data mas o menos fo'i 1860, tabata pertenecé originalmente na tata di difunto John Eman. E tabata un tienda, dunando provisionnan na e barconan di bela cu tabata drenta pa tuma cargamentonan di fosfat.

E dos hombernan tabata drumi den hamaca i tabata usa lanternanan pa luz.

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It made the first Aruba gasoline —

B-B PROGRAM

Cont. from page 1

years old have not yet approached the billion mark.

As soon as production figures for last month became known, a close survey of the refining schedule for March made it possible to determine March 15 as the approximate day when the billionth barrel would pass from storage to the stills.

This day will be commemorated with ceremonies held during the noonhour, in the open area east of the M. & C. Office. At 12:20 the American Legion Drum & Bugle Corps will march from the Main Dock to the M. & C. area, where a speakers' stand will have been erected. Talks will be made by distinguished guests and by employee representatives, and President L. G. Smith will speak for the Management.

A special feature of the occasion will be the presentation of bronze medallions to the men who were on the payroll when the first barrel was run and still are today. (See page 4). A varied program is being organized and will be announced later.

Among the guests invited to attend are, from Curaçao, Governor P. Kasteel, Rear Admiral Baron van Asbeck, and Rear Admiral F.E. Beatty; from Aruba, Governor I. Wagemaker, Commodore L. W. Busbey jr., Lt. Col. E. Graham, and S. Merryweather; from Venezuela, A. Proudfit and A. Owens of the Creole organization.

This early marvel of petroleum engineering was Lago's first still, built in 1928. For three or four months it cooked up small quantities of gasoline for use in the trucks hauling construction materials. Entirely home-made, it was of such a "tea-kettle" nature that its production is not included in Lago's billion barrels, and officially the first refinery production began with the charging of crude to the stills January 29, 1929.

Its production, in fact, is not known, and it is fairly certain that it wasn't known even while the still was operating. Fred Penney, who arrived here in 1927, built it, out of an old locomotive boiler, a borrowed heat exchanger, and some odd piping, and then operated it. It was located about in the middle of the present Warehouse yard, he recalls.

He says they poured in some crude oil, cooked it for a while, and if what came out smelled like gasoline, it was put in the trucks' gas tanks. Strictly a one-product operation.

Whenever it seemed necessary, they would scrape out the bottoms, which was anything that wouldn't distill off as gasoline. They ran it without even the benefit of a thermometer, and when they suspected it might be about to explode they turned down the fires a little, and wondered how it held together.

Altogether, it bears about the same relation to today's stills as one of the early Wright Brothers' biplanes would to a B-29 Superfortress.

RECUERDONAN

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Ralph tin den su poder ainda e prome lista di pago cu fecha 30 di Maart, 1925, pa Fls. 4.50 na Prudentia i Fls. 3 na Efiginia, pa cushina i labamento di paña, i un cuenta di Fls. 4.75 pa awa i palo pa kima. (Prudentia ta mama di Freddie Dirksz, kende es tempo ey tabata un mucha chiquito pero awor ta un asistente cu capacidad na Laboratorio No. 3).

Historia tin un manera pa repeti sucesos, i e reciente regulacion tocante animalnan cu ta camna los ariba propiedad di Compania tin un duplicado 20 anja pasá. Watson ta bisa cu nan tabata worde molestiá den nan soño door di grufiamiento di algun porconan cu tabata pertenece na bisinanan dj'ey banda, i el a saca anto un anuncio bisando cu cualquier porco cu worde hayá ta camna los lo worde cerá den un coerá. E porconan a sigui dwaal anochi, i gruña tambe, p'esey e i siete yudadornan a pasa un dia henter cazando porco den cadushinan. Sea cu e coerá tabata mal traha of e donjonan a haya cu ta bunita di Ralph pa caza nan porco pa nan i asina liberta nan di es molestia, pasobra pa su manjan mainta tur e porconan sacando uno a sali.

Un di e prome trabaonan tabata pone rielnan ariba e cero cu awor ta e centro di Colonia, unda nan a obtene graniet pa camindanan i fundeshinan pa tanki. Prome pa corre ariba e rielnan aki tabata Raymond Vrolyck, kende actualmente ta ocupa e puesto di hefe di ingeniero boordo di e touwboot "Bonaire". (Su tata, Jose Vrolijk, kende a tuma su retiro, tabata e prome forman di e peonnan).

Algun otro PROME-NAN cu mester worde notá:

Johan Eman, tio di difunto John Eman, tabata e prome agente pa Compania aki. Durante algun tempo na anja 1925, el a emplea hombernan pa e prome construccion, i a paga nan segun e tarifa regular di trabao cu tabata Fls. 1.50 pa dia i un cuminda di merdia.

Jan Beaujon, actualmente emplea den Departamento di Seguridad a yuda cu e prome midimento di e terrenonan pa Compania, durante un vacante di school unda e tabata traha como meester di school. Idelgo Frigerio, awor emplea como telegrafista na oficina di Marconi, Oranjestad, tambe a asisti cu e midimento menciona ariba.

Pedro de Windt, kende ta traha awor na Receiving & Shipping como janitor, tabata atende e pomp di e poos na Mangel Cora, cu tabata e prome fuente di awa.

The First Barrel

January 29, 1929

Adapted from a piece written in 1932 by D. J. Smith (brother of Lago's president, L. G. Smith), who was in charge of the original construction of the refinery.

... In February, 1928, permission was given to start work. February 24 witnessed the arrival of a small group, including William Morris, E. H. Clendenin, and W. B. McCune, whose duties were to proceed immediately with the construction of some sort of housing accommodations to take care of the men due to arrive later.

It is needless to say that, without adequate supplies, tools, or equipment, their first efforts achieved the results but did not add beauty to the landscape. It was not until April 15, 1928, that the first shipment of lumber was received at San Nicolas. Mr. Clendenin was appointed stevedore boss and finally managed to unload this lumber jack-straw fashion.

From this point on, construction progressed through various difficulties in the way of delayed supplies, inadequate equipment, and the usual difficulties of housing, transportation, and labor, until December, 1928, when the first piece of equipment became operative. All of the energy of the original construction force was devoted toward the construction and completion of the powerhouse and topping stills.

The powerhouse started in December, 1928, and the topping stills on January 29, 1929, and while the operation was somewhat ragged, the plant had actually started to produce.

GOOD AT GUESSING ?

On page 9 is a drawing of an oil tank 115 feet in diameter and 102 miles high. This tank would just hold the billion barrels of crude that Lago has processed during its history in Aruba.

With a 16-inch hole in the bottom of the tank, disregarding friction and assuming the oil to flow as freely as water, how long would it take for the billion barrels to drain out ?

(See page 13 for answer)

"ESSO" News

President Eugene Holman, of Standard Oil Company (N.J.), has announced the election of John R. Suman as a vice-president and director of the parent company, effective February 1. Mr. Suman was formerly vice-president and director of the Humble Oil & Refining Company, an affiliate.

At the same time it was announced that Wallace E. Pratt (who visited here in June, 1942) has resigned as a vice-president of the parent company. Associated with Humble and Standard for nearly 30 years, he will continue as a director and member of the executive committee.

Following the merger of the Standard Oil Company of New Jersey and the Standard Oil Company of Louisiana December 31, Marion W. Boyer has been elected a vice-president of the surviving company, and will also serve as a director.

Operations in Louisiana will be carried on under the name of the Louisiana Division of the Standard Oil Company of New Jersey. Mr. Boyer will remain in charge there, where he has been vice-president and general manager in charge of manufacturing since 1935.

The Baton Rouge refinery, employing 8,854 men and women, becomes one of the major plants in the organization of the consolidated Company, which also includes refineries in New Jersey, Baltimore, Charleston, Everett, and Pittsburgh.

Aruba-minded —

Tommy Jancosek, famous here in the early thirties for the expert way he could manage a softball, a horseshoe, and a harmonica, is long gone but hasn't forgotten.

When Harold Humphreys of the Acid Plant saw him recently at the Whiting plant of S.O. Co. (Ind.), Tommy admired the 10-year Lago service button worn by Humphreys. He said he wished he had one, and that he would have, if such buttons had been issued as early as 1934, when he last left Aruba.

A checkup of his service credits showed he was right, and a button has been sent to him as a reminder of his years with the Company here.

Now touring libraries and museums in the United States is a Company-sponsored exhibition of paintings depicting petroleum products at the fighting fronts. These have appeared in recent issues of "The Lamp".

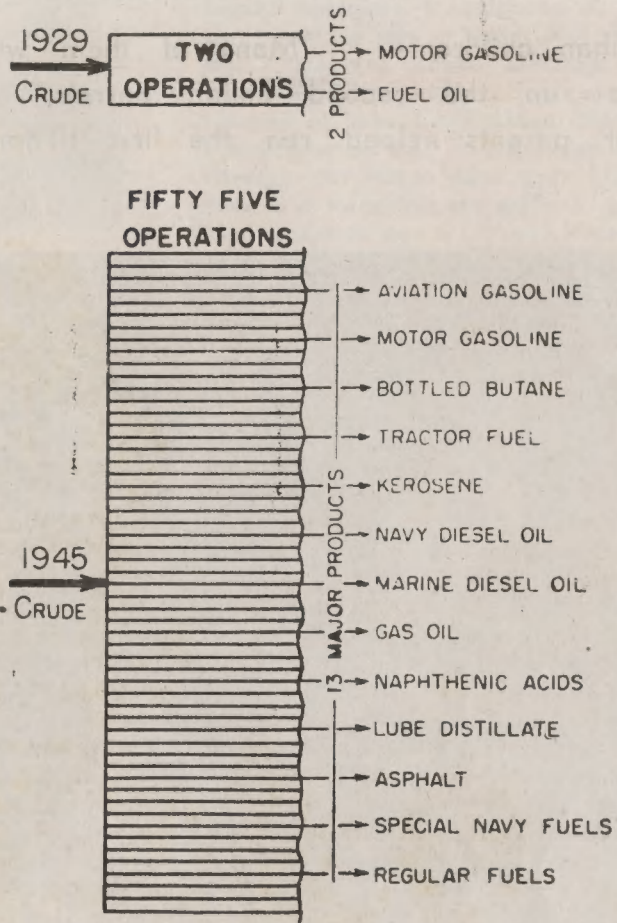
Better than any words or photographs could do, the chart at right shows the growth of Lago's operations in the 16 years during which the first billion barrels of crude was run. In 1929 the refinery carried on just two operations, resulting in just two products. In 1945 the number of different operations has increased to 55, and the number of products to 13 — and those 13 major products represent over 80 different sets of shipping specifications. (For instance, 11 kinds of motor gasoline are made, and 9 kinds of kerosene).

Over the years, the complexity of the products has increased greatly: in 1929 each of the two products was a single component part of the crude, while today's aviation gasoline, for example, includes as many as seven component parts. The work done has necessarily followed this greater complexity, and while the first years saw only one operation performed for each product, in 1945 the average number of operations for each product is five.

The number of specifications asked for by buyers has increased, as well as the accuracy with which the specifications must be met. In fuel oil, to name but one case, orders in the early years called for tests only on viscosity and flash, and the product was simply the residue left after gasoline had been extracted from the crude. Sixteen years later the demands are so exacting that fuel is now a refined product, with close control of quality required in all stages of the process.

Refining techniques have made tremendous strides in the last 16 years, ranging from the comparatively simple operation of a topping still to the vastly technical work of catalytic cracking, alkylation, polymerization, and others. Lago has kept up with every new and improved process. It has been among the first to use many of them, and few of the most modern are not represented here.

It is probable that refining techniques will advance as greatly in the future as they have in the past, and Lago will continue to share the lead.



SURINAM

Cont. from page 1

utes, and could he come down right away. He went with considerable curiosity, since he hadn't been aware that such a connection was possible.

The call came through on schedule, and Mr. Balanco talked to the applicant for a minute and a half. He says the connection was excellent, that every word spoken at either end was understandable.

The applicant's first name was Napoleon. Like his famous namesake, he evidently believes in doing things with a flourish.

P.S. He got a job.

Oldest-Timers —

It is noteworthy that two departments between them have nearly one-fourth of all the billion-barrel men in the plant. Marine-Wharves leads with 17, and the Pipe Department has 15.

This was natural, since these two can lay claims to being among the oldest established departments, possibly out-ranked only by common labor. Before all else there had to be docks to which to tie ships, and pipes through which to unload the oil.

SCHEDULE OF PAYDAYS

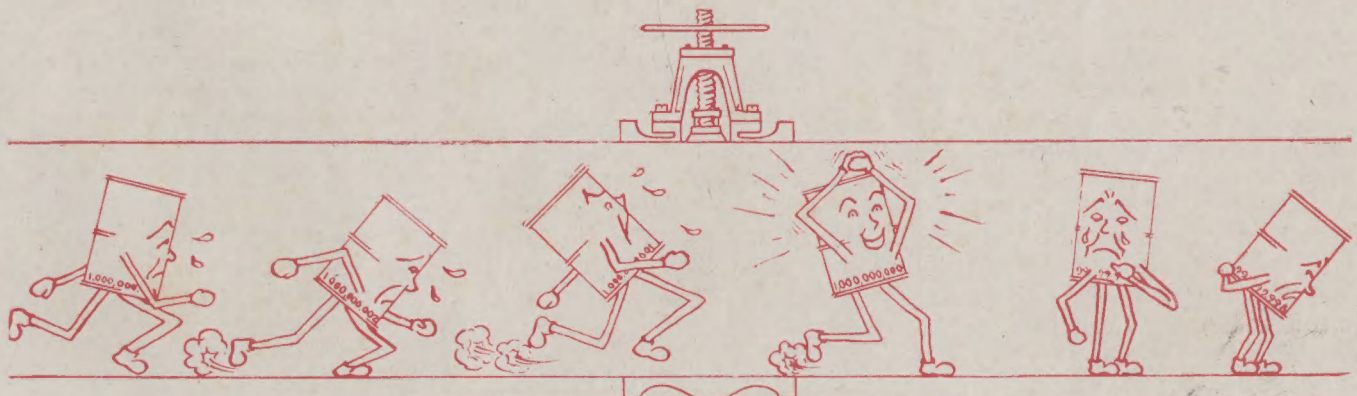
Semi-Monthly Payroll

February 16—28 Thursday, March 8

Monthly Payrolls

February 1—28 Friday, March 9

The answer to the problem is 17.4 days. (Guessers should not feel embarrassed if they were far off. A dozen pre-publication guesses ranged from seven days to seven years).



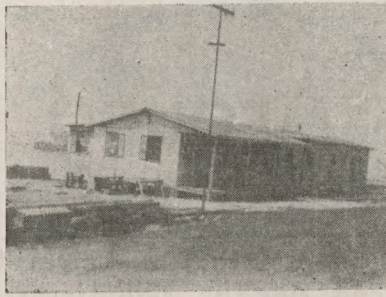
Aruban children . . . Many of them will help run the second billion barrels, as their parents helped run the first billion.

Yiunan di Aruba . . . hopi di nan lo yuda corre e di dos billon barril, mescos cu nan mayornan a yuda corre e promer billon.

Morris

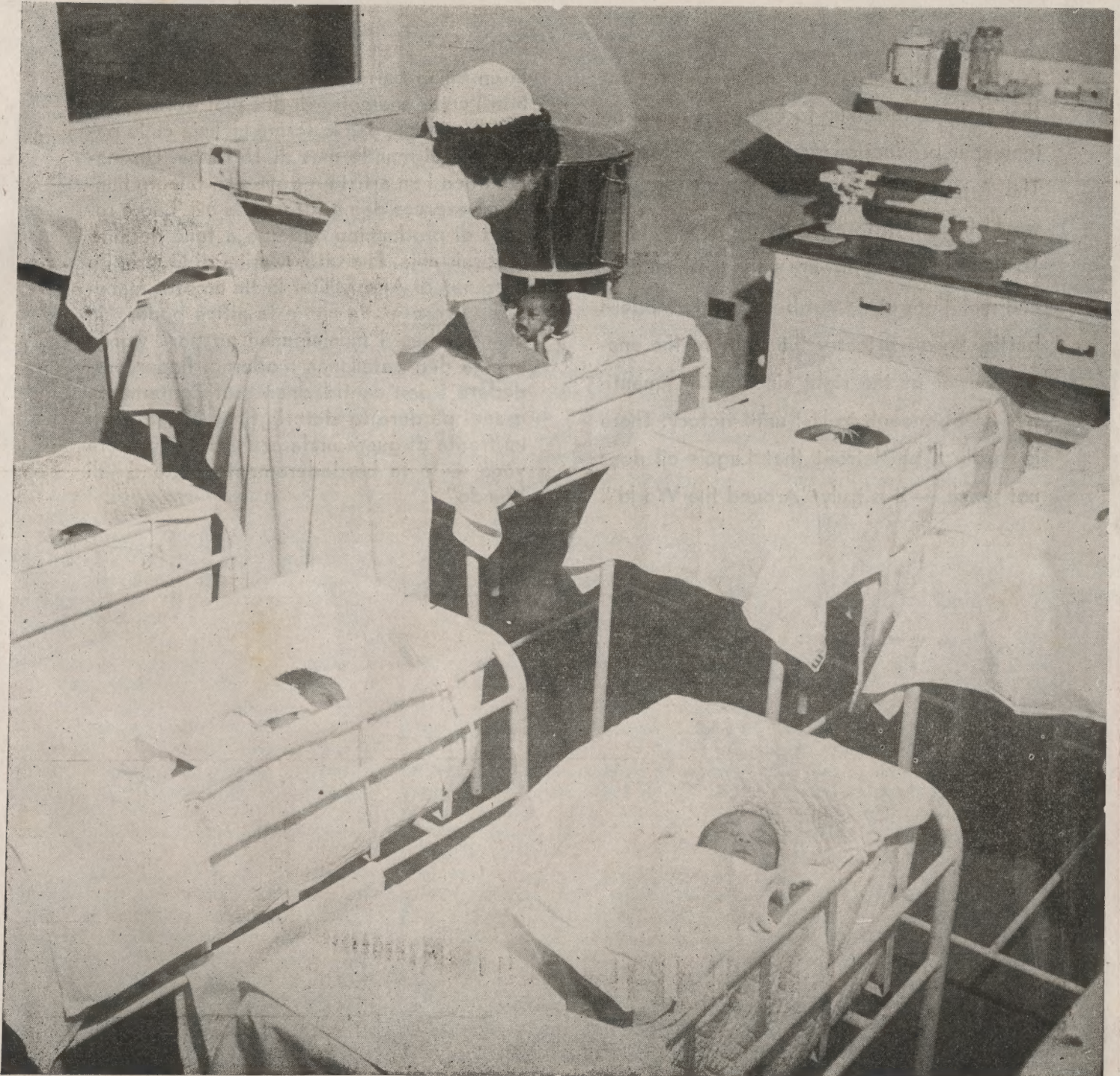


Much of this billion-barrel issue of the ARUBA ESSO NEWS is devoted to oil, oil men, and oil equipment, and how all three have "grown". Expansion and progress were inevitable in other ways too, in living accommodations, recreation facilities, and benefits for employees. A hundred illustrations could be devised, but perhaps typical are the pictures on this page. When the first barrel was run, in '29, the little frame shack at right was the Company's hospital. At the billionth barrel, the nurseries alone in today's hospital are larger than the entire 1929 hospital.



Gran parti den e edicion aki di Aruba Esso News ta dedica na petroleo, hombernan petrolero, i equiponan di petroleo, i con tur tres a "desarolla". Extension i progreso tabata inevitabel den otro maneranan tambe, den acomodacionnan di bida, facilidnan deportivo, i beneficiacion pa empleadonan. Cien ehemplo por worde duná, pero kizas tipico ta e fotografianan ariba e pagina aki. Tempo cu nan a corre e prome barril na anja 1929, e choza chiquito di maderá na banda robez tabata e hospital di Compania. Na e billonésimo barril, e cuartonan so destina pa muchanan den e hospital actual ta mas grandi cu henter e hospital di 1929.

Morris

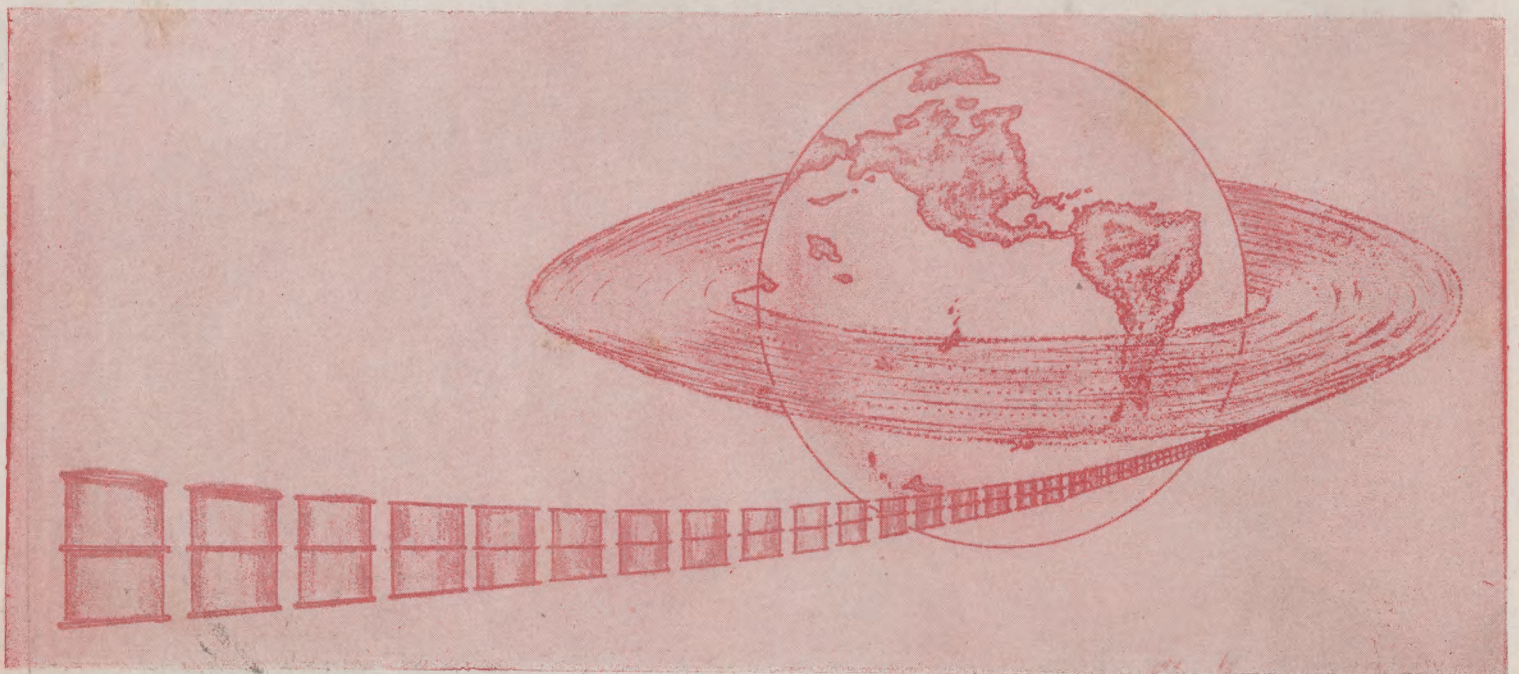


Lago's Oil--Around the World

A billion barrels of oil (considering a barrel to have a diameter of two feet) would, if placed side by side, form a line that would circle the earth more than 15 times. Or stated astronomically (since it is an "astronomical" figure) the billion barrels would reach from the earth to the moon — and more than half way back again!

A mathematician and an artist have put their talents together to express Lago's sixteen-year production record in fanciful terms. The Army, the Navy, and the Air Forces would have a different way of expressing it. To them it means power, without which men and munitions could not be sent into modern battle. Power to carry the fight to the enemy. Power of the right kind and in quantities great enough to last until victory. There is hardly a battlefield that Lago's oil does not reach — it is truly "Around the World".

Si un billon barril di azeta (considerando un barril cu un diameter di dos pia) worde poní banda di otro, nan lo forma un linja cu lo pasa rond di mundo mas di 15 biaha. Un matemático i un artista a pone nan talento hunto pa expresa den e fotografia aki 'bao e record di produccion cu Lago a tene durante diez-seis anja. Ehercito, Marina di Guera, i e Forzanan di Aire Militar lo tin un otro manera pa expres'e. Pa nan e ta nifica poder, sin cual homber- i municionnan no por worde mandá den batallanan moderno. Poder berdadero i den cantidadnan suficientemente grandi pa dura te victoria final. No ta existi un frente di guera unda azeta di Lago no ta yega — e ta berdaderamente "Rond di Mundo".



NEWS AND VIEWS

The art work in this issue was done by Leo Kuiperi of the Field Engineers and Drafting Room. He is shown above putting the final touches on one of the drawings on page 8.



E obra maestro den e edicion aki a worde realizá door di Leo Kuiperi empleá na Departamento di Ingenieria. Aki 'riba nos ta weit'e pasa e ultimo man ariba un di e dibuhonan di pagina 8.

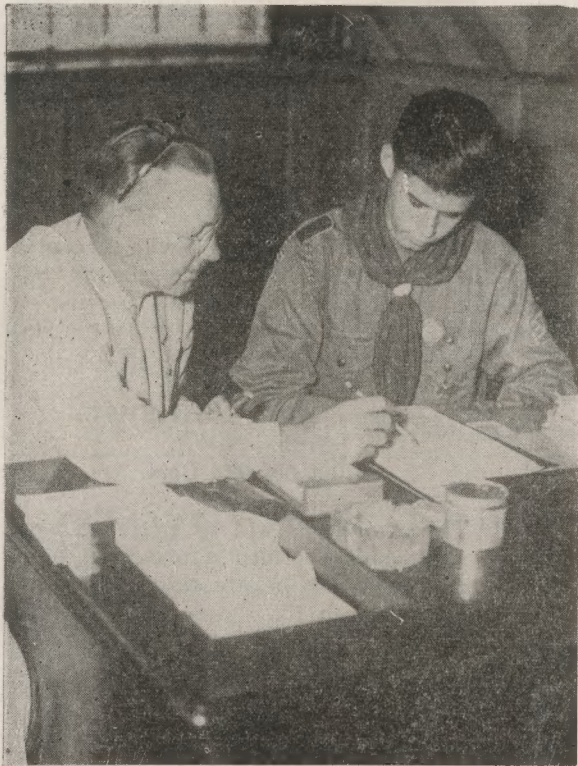
Antolin Kock, Instrument Department apprentice who returned last month after a training period in the United States at Company expense, is pictured below in big-city surroundings. At left he is on a terrace of the British Building in Rockefeller Center, with the majestic spires of St. Patrick's Cathedral in the background. At right he watches ice-skating in the center's skating plaza. Aside from his impressions of New York's seven million people, and buildings that scrape the sky, he will probably remember longest the cold of New York's worst winter in years. It was with a sigh of considerable relief that he threw down his heavy overcoat after reaching Aruba's tropical warmth.

Antolin Kock, aprendiz na Departamento di Instrument, kende luna pasá a bolbe fo'i Merca despues di un periodo di treening na cuenta di Compania, ta worde mustrá den e fotografia aki 'bao rondona pa e ciudad-lucrativo. Na banda robex nos ta weit'e ariba un terraza di e British Building den e Centro Rockefeller, unda torrennan di e Cathedral St. Patrick ta sali majestuosamente. Na banda drechi e ta observando skatsmento ariba ljs den e plaza cu ta pertenece na e Centro Rockefeller. Ademas di e impresionnan cu el a haya di New York su siete millon habitante, como tambe di su edificacionan sumamente halto, probabelmente e lo recorda mas tanto e frieuw cu tabata reina proveniente di e invierno mas pisá cu a pasa na New York durante anjanan. Cu un suspiro di alivio el a tira su abrigo pisá un banda ora cu el a sinti atrobe e calor tropical di Aruba.



Corsini





SCOUT WEEK

February 4-10

Boy Scouts, Senior Girl Scouts, Cub Scouts, and Brownies — 126 youngsters in all — took part in the Colony's Boy Scout Week February 4 to 10, organized by local Scout leaders in conjunction with similar events in the United States. Some of the highlights are shown on this page. At top left, L. G. Smith yields his President and General Manager's chair to Scout Eugenc Kimler for a day. Scouts John Teagle, William Wade, and Warren Carroll also held Management positions, and at the end of the day the four received souvenir diplomas for the occasion. Top right are Claire Wilken, Elaine Kimler, Betty Ann Binnion, Elizabeth Brook, and Margaret O'Brien in a Girl Scout skit that also included Evelyn Wade, Mary Macrini, Olive Wright, and Dorothy Stewart. Center right, Scout Kimler, with Tootie Kaplan an interested spectator, works over his fire in a water-boiling contest during the jamboree at the Legion Hut February 8. Below, the crowd watches a buck-and-wing dance by the Girl Scouts.



Lago's Billion-Barrel Men

These are Lago's Billion-Barrel Men. They were here when the first still ran the first barrel in January, 1929, and are here today to see the billionth barrel pass. In a few cases their service has not been continuous; most of them, however, have served the entire 16 years.

Accounting

P. J. Bakker
H. C. deVeer
J. D. Marugg
D. F. Oduber
F. H. Oduber
Joseph Oduber
J. D. Heebner
Leon Rought
T. C. Brown
Andrew Tully

Acid Plant

Robert Heinze

Boiler ■ Tin

Prospero Rojas
Milton Peters
Henry Benn
Mario Harms
Isidore Cosio

Carpenter

Rafael Solognier
Adalbertus Willems
Laurie Steward

Commissary

Ezekiel Joseph
Prince Samuel
Fidelius Nelson

Dining Hall

Cheung Lem
Chai Kwai

Dry Dock

William Mowatt
John Horsten
Albert Fuller
Santiago Vorst
Gilles Dania
Charles Mingo
Eugene Pierre
Alphonso Thysen

Electrical

George Morgan
Mathew Lybert
J. Beaujon
A. E. Federle
H. E. Poole

Engineering

Frank Perkins
Fred Switzer

Executive

W.R.C. Miller

Foundry

Pedro Kock

Gas Plant

L. G. Lopez

Garage

Gabriel Weller
Edward Wills
Cecil Bristol

Lago Police

Isabel Briseno

Machinist

Francisco Croes

Marine Office

William Stephens
J. H. Ponson
Lunn Easten

M. ■ C.

William Rae
Douglas Tonkinson

M. & C. Col. Maint.

Placido Geerman
Mathias Vroolijk
Daniel Richardson
Jose Maria Kock
Ambrosio Geerman
Max de Cuba
Joseph Kock
Fred Legenhausen

Marine Wharves

John Kane
Francisco Maduro
Ovito Geerman
Carlos Maduro
Dolores Geerman
Antonio Geerman
Simon Wernet
Dominico Koolman
Marcelo Quant
Crismo Kock
Eugenio Paz
Juan Emers
Hendrik Wever
Felipe Winterdaal
Maximo Gomez
Eusebio Ras
Augustin Cruz

Medical

Harold Brereton

Paint

Pedrito Boekhoudt

Pipe

A. Sanberg
Simon Hoftijzer
John Brown
Theo Kruythoff
Ezequiel Kock
George Gibson
Thomas Kock
Teofilo Winterdaal
Gaston Kingsale
James Hughes
Jacinto Donati
William Lambert
Bernardo Croes
Crispida de Silva
Prudencio Luidens

Aki nos ta mira e Hombenan di Lago
■ Billon-Barril. Nan tabata traha aki
tempo cu ■ prome still ■ corre e prome
barril na anja 1929, i t'aki awor pa mira
e billon barril pasa. Den poco caso un
sirbishi no tabata continuo; mayoria di
nan, sinembargo, a sirbi durante henter
e diez-seis anja.

Instrument

Edmond Emanuel
A. E. Krottnauer jr.

Pressure Stills

Paul Berry
Marcial de Cuba
Alfonso Ydigoras



Labor

Pedro Marcano
Leonardo Rasmijn
Saturnino Pereira
Juan Marin
Julianus Tromp
Clemente Thyzen
George Arens

Lago Shipping

John McBride
John Stephen

Laboratory

Francisco Ras
Pierre Greaux
R. C. Peterson

Light Oils Fin.

Coy Cross
Virgil McNemar
Elza Polick
Thomas Johnson
Louis Duzanson
Nathaniel Archibald
George Farrell
James David

Storehouse

Dominico Henriquez
Wilfred McDonald
H. A. Wever

Stewards

Bernardo Croes

Utilities

W. L. Ewart
Evelyn Wade
Jacob Nedd
Charles Hazel
Victor Bieard

Receiving ■ Ship.

Pedro de Windt
Jacob Kieberg
Thomas Pieters
Lawrence Rainey
Albert Veira
Ralph Watson
Fred Penney

Welding

Edwin Miller

Commemorative Medals To Be Given to B.-B. Men

The 136 employees who were working in Lago's plant in January, 1929, and are still here today, will receive a token in recognition of their being "billion-barrel men". Each will receive a bronze medallion bearing this inscription:

Lago
January 1929 — March 1945
Aruba, N.W.I.
1,000,000,000 Bbbs.

The medallions will be engraved with the names of the men who receive them, and they are to be presented at the ceremony March 15.

Celebracion Di E Billon-Barril Na Oficina Di M. & C.

Refineria di Lago na Aruba lo presenta un di e momentonan mas significante den su historia dia 15 di Maart ora cu e billonésimo barril di petroleo crudo sali fo'i e stillnan, cu desde Januari 29, 1929, ta cumpliendo cu nan mision di refinamento.

Maske cu esaki no ta un record pa tur refinarianan, tin poco den mundo cu a igual'e, i no ta existi uno cu a yega na e cifra aki den e espacio di 16 anja, cu ta un periodo comparativamente chiquito. Na Merca hopi planta cu ta mas di 50 anja bieuw ainda no a proxima e marca billon.

Tan pronto cu cifranan di produccion pa luna pasá a worde conocí, un estudio cuidadoso di e lista di refinacion pa Maart a haci posibel pa determina Maart 15 como e dia cercano cu e billonésimo barril lo pasa fo'i tanki pa stillnan.

E dia aki lo worde conmemorá pa ceremonianan cu ta tuma lugar durante e ora di merdia, den e sitio habrí p'ariba di Oficina di M. & C. Pa 12:20 e American Legion Drum & Bugle Corps lo marcha for di Main Dock pa M. & C., unda un plataforma pa e oradornan lo worde construí. Discursionan lo worde pronuncia door di representantenan di empleadonan i huespednan distingui, i Presi-

Continúa den Pagina 6

NOTE: It is possible that omissions may exist in the list of billion-barrel men. Any employees who believe their name should be included are asked to inquire ■ the employment division, Personnel Department.

NOTA: Ta posibel cu nos por a lubida di pone algun nomber ariba e lista di empleadonan di e billon-barril. Cualquier empleado cu ta kere cu nan nomber mester worde inclui ariba es lista ta worde pidi pa consulta cu Employment Division, Departamento di Personal.

NOTE: Men who ■■■■ to work in February, 1929, are 999,999,000-barrel men.

ARUBA NEWS

PUBLISHED AT ARUBA, N. W. I., BY THE LAGO OIL & TRANSPORT CO., LTD.

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HOURS When you examine a pilot you do not ask how many years he has been a flier. You simply ask, "How many hours in the air have you?" Hours in the air are the real measure of competence. Hours on the ground may be spent in idle talk, fruitless pursuits, impossible dreams.

A man may have been a doctor for thirty years, but how many hours has he spent in the operating-room, beside a sickbed, in study? A man may have been a lawyer for a lifetime, but how many cases has he had, how many has he won, how many actual hours has he devoted to the practice of his profession?

So might this be applied to all of us. How much actual flying time have we had in being fathers, mothers, merchants, writers, gardeners, and cabinet-makers?

When a pilot doesn't spend sufficient time in the air, he gets rusty, his license is taken away, and he is grounded. Let's ask ourselves, regardless of our occupations, "How much time have I spent in the air? Should I, too, be grounded?" If you should, swallow your pride and face it, get a new grasp of the fundamentals of your business in life. Your "refresher course" may be hard work, filled with long hours of drudgery, fraught with discouragements. But when you have completed your groundwork, you can take off alone again — a self-sufficient man or woman. And in flight, the sole master of your controls, you find the only real compensation in life.

During our hours in the air — hours of actual performance in whatever task we have undertaken — we know the joy of action. Time does not pluck at our sleeves. We are beating it. Our days lengthen; we find more hours for our job.

Whether we be pilots or pedestrians, we must measure our lives by hours of action — of flight.

Louise Thaden

Holder of the Women's Transcontinental Flight Record and of the 1936 Bendix Trophy

SHIFT SCHEDULE - MARCH

		Send in ideas—today—on how to save time, money, materials.														
		Last Quarter			Full Moon			New Moon			First Quarter					
		6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		26 27 28 29 30 31			1 2 3 4 5 6 7 8 9			10 11 12 13 14 15 16 17 18 19			20 21 22 23 24 25 26 27 28 29 30 31					
		"C.Y.I." pays well for good suggestions														
MARCH	SHIFT	GROUPS														
1	12-8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	8-4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	12-8	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
4	8-4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
5	12-8	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
6	8-4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
7	12-8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
8	8-4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
9	12-8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
10	8-4	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11	12-8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	8-4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
13	12-8	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
14	8-4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
15	12-8	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
16	8-4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
17	12-8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
18	8-4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
19	12-8	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
20	8-4	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x

Work Safely — For Safety's Sake

NEW ARRIVALS

A son, Carlos Federico, to Mr. and Mrs. William Faarup, January 24.
 A son, Anselme Ovandre, to Mr. and Mrs. Wilmoth Conner, January 24.
 A son, Pablo Rudolfo, to Mr. and Mrs. Humberto van der Linden, January 25.
 A son, Alexander, to Mr. and Mrs. Apolinario Noquera, January 25.
 A daughter, Mariette Marguiet, to Mr. and Mrs. Simeon Tromp, January 25.
 A daughter, Margarita, to Mr. and Mrs. Anselmo Ras, January 26.
 A daughter, Dorothy Helen, to Mr. and Mrs. Antoon Brader, January 27.
 A daughter, Mary Ann, to Mr. and Mrs. Joseph Proterra, January 27.
 A daughter, Belita Antonia, to Mr. and Mrs. Jan Winterdaal, January 28.
 A daughter, Mavis Rose Orietor, to Mr. and Mrs. Joseph Brown, February 3.
 A daughter, Frederika Josefa Petronela, to Mr. and Mrs. H. L. Molenbrugger, February 4.
 A daughter, Pamela, to Mr. and Mrs. Otto Burkard, February 4.
 A son, James Thomas, to Mr. and Mrs. Gas-ton Priest, February 5.
 A son, Reginaldo Ermando, to Mr. and Mrs. Pedro Thode, February 6.
 A son, Romualdo Richard, to Mr. and Mrs. Dominico Luydens, February 7.
 A daughter, Jennie Catherine, to Mr. and Mrs. Constantin Jean-Marie, February 7.
 A son, Romaldo Ricardo, to Mr. and Mrs. Mathias Vrolijk, February 7.
 A son, Juan de Mat, to Mr. and Mrs. Gerrit Lampe, February 8.
 A daughter, Jean Claudia, to Mr. and Mrs. Elsworth Hassell, February 11.
 A daughter, Theresa Cita Maureen, to Mr. and Mrs. Joseph Daniel, February 12.
 A son, Lucion Harrold, to Mr. and Mrs. Eugene Lo Fo Wong, February 12.
 A son, Keith Theron, to Mr. and Mrs. Vernon Banfield, February 12.
 A daughter, Gerda Helen, to Mr. and Mrs. Alwin Ho, February 14.

Forging Graduate



Jacques Van Hetten of the Blacksmith Shop is the proud holder of a diploma in Forging, issued by the International Correspondence Schools December 20, 1944. The course included the elements of arithmetic, blueprint reading, measuring instruments, forge shop equipment, hardening and tempering, special forging operations, and other related subjects, and required over a year and a half of study.

SERVICE SLANTS

Neil Schoen, former schoolboy here and son of Colony Service's Ted Schoen, entered the Navy in January. He is at Camp Sampson, New York, for his first training period.

Lee Nelson Stanley, Lago High School graduate and son of the Ed Stanleys (Instrument Department), received the Purple Heart recently. An infantryman, he was wounded in Germany last November, and is now in a hospital in England.

DEATHS

Frank Gumbs of the L.O.F. Department, on January 29 at the age of 44. He had been employed at the Acid Plant continuously since November 12, 1929.

He was a participant in the Thrift Plan. He is survived by his wife and three children.

Herbert V. Minton of the Medical Department, on February 8 at the age of 52. He was first employed by the Company at Maracaibo April 1, 1924, and transferred to Aruba February 12, 1934.

He was a participant in the Thrift Plan.

San Nicolas Band Gives Concert in Hospital Yard

A novel experience was given both to patients in the Hospital and Colony residents when the Excelsior Community Brass Band played a Sunday afternoon concert in the Hospital patio February 11. Windows in the surrounding wings furnished listening posts for the patients, and many residents attended the San Nicolas band's first Colony appearance.

Nine selections were played, including patriotic, classical, and popular numbers, and verses of supplication on behalf of the sick were read by Mrs. Duncher, Miss Benjamin, and Miss Webster.

The organization that maintains the band is headed by Rev. J. D. Th. Jackson, president, Ivan Davis, vice-president, and W.W. Alexander, business manager. Samuel Muller of the Machinists is director and instructor. Band members include Reuben Muller of R. & S., Fred York of the Garage, Arthur Arrendell of Machinists, William Van Henigen of Utilities, John Martinborough of Machinists, Fred Muller, J. Manasauh, and O. Williams of the Drydock, C. Malone of Stewards Service, C. Padmore of Carpenters, F. A. Arrendell of the Garage, L. Brooks of Lago Police, A. Phillips of the Commissary, and William Richard, James Pantophlet, and Joseph Buntin.

The publication of production figures is strictly taboo in wartime, but a handy little reference is this "horseback estimate" made by the Engineering Department: they say that the plant runs somewhat more than a lagoonful of oil every four months.

CEREMONIA Continúa den pag. 4

dent L. G. Smith lo tuma palabra pa Directiva.

Un acto notabel di e ocasion lo ta e presentacion di medallonnan di brons na es hombernan cu tabata traha aki tempo cu e prome barril a worde corri i cu ainda ta ariba e lista di pago di Lago. (Mira pagina 4). Un programa variado ta worde organizá, i lo worde anunciá en detalle despues.

Entre e huespednan invita pa asisti na e ocasion aki ta, fo'i Corsouw, Gobernador P. Kasteel, Contralmirante Baron van Asbeck, i Contralmirante F. E. Beatty; fo'i Aruba, Gezaghebber I. Wagemaker, Comodoro L. W. Busbey, Teniente Coronel E. Graham, i S. Merryweather; fo'i Venezuela, A. Proudfit i A. Owens di e Compania Creole.

C.Y.I. 470 C.Y.I.

"Coin Your Ideas" awards for January, Fls 470 worth of them:

Fls. 50	W. Emanuels
Fls. 40	
A.H. Bunyan	Celia Quinn
Fls. 25	W. W. Hensley
Fls. 20	
R.A. Yong (two awards)	E. Rodriguez
C. A. Nahar	L. J. Lecluse
Fls. 15	
James Wilson	H. Van Cooten
B. A. Sambo	
Fls. 10	
R. V. Dorwart	Dominico Maduro
P. Irausquin	U. Amoroso
E. Leysner	J. Eduardo
W. J. Downer	Olive Bailey
R. V. Bascom	C. Pikiell
K. Lewis	John Gumbs
W. H. Trump	C. J. Schwarz
J. L. Vaseur	J. W. Arrias
H. Alexander	D.J. Zilko (two awards)

Lago Lefties Challenge Eagle Righties to Cricket Match

A novel cricket feature has been organized by Frank Robinson of Gauging, to bring together a team of Lagoites, all left-handers, and a team of Eagle players, all right-handers. The match is scheduled for the Eagle field March 11, starting at 10 a.m.

According to cricket theory, lefties are strong on bowling, though sometimes they make weak batters. The Lago XI hopes to be so very strong in the bowling department that they can't help winning even if they reveal some deficiencies with the bat.

The Lago promoters of the match, in fact, are nothing if not confident. They do not say "if we beat Eagle we will take on any and all right-handed combinations". They say "when we beat Eagle etc. etc."

The Lago Lefties (it was a struggle to find eleven) include: B. Viapree (captain), I. Cox, A. Kalloo, W. Hadley, A. Brown, F. Robinson, C. Bolah, F. West, C. DeFrietas, A. Bardouillie, and C. Roach.

SOFTBALL SCHEDULE

March 4

Lago Sport Park
9:00 a.m. Sport Park vs. Jong Holland

Victoria Field
10:35 a.m. Victoria vs. Esso Garage

Lago Heights Field
9:00 a.m. Lago Heights vs. San Lucas

March 11

Lago Sport Park
9:00 a.m. San Lucas vs. Esso Garage
10:35 a.m. Victoria vs. La Fama

Victoria Field
9:00 a.m. Torpedo vs. San Nicolas Jr.

Lago Heights Field
9:00 a.m. Sport Park vs. Dutch Army

RESULTS

February 4

San Nicolas Jr.	5	Sport Park	5
Jong Holland	0	Esso Garage	0
(forfeit)		(forfeit)	

Lago Heights	8
Victoria	6

San Lucas	26	Dutch Army	14
Torpedo	8	La Fama	4

February 11

Lago Heights	18	Torpedo	5
Esso Garage	7	Jong Holland	0
		(forfeit)	

Victoria	5
San Lucas	3

Sport Park	9	San Nicolas Jr.	7
La Fama	0	Dutch Army	6

February 18

Dutch Army	23	Lago Heights	5
Torpedo	2	Jong Holland	0
		(forfeit)	

San Nicolas Jr.	9	San Lucas	9
Victoria	5	La Fama	0



Above, the Victoria Club's softball team; back row, in the usual order, are Juan Maduro, Ambrosio Lacle, Emilio Kock, Corp. J. Bislick, Sgt. Mateo Reyes, and Juan Arends. Front row, Anthony Perrott, Max Kock, Barbaristo Amaya (captain), Andries German, and Roland Nieuwkerk.

SOFTBALL STANDINGS

	WON	LOST
Dutch Army	6	1
Lago Heights	5	2
San Lucas	5	2
San Nicolas Jrs.	4	3
Victoria	4	3
Sport Park	4	2
Esso Garage	3	3
La Fama	2	5
Torpedo	1	6
Jong Holland	0	7



Below, this team wears the colors of the Lago Sport Park. In the back row are Ailly Stewart, Wilbert Chittick, Gregorio Hodge, Juan Perez, Humberto de Palm, and Harry LeGrand. Front row, Joseph (Long Gun) Wilson, George (Pipe) Cooper, Cecil Nichols, Leonares Cooper, and Charles (Tente) Heyliger.

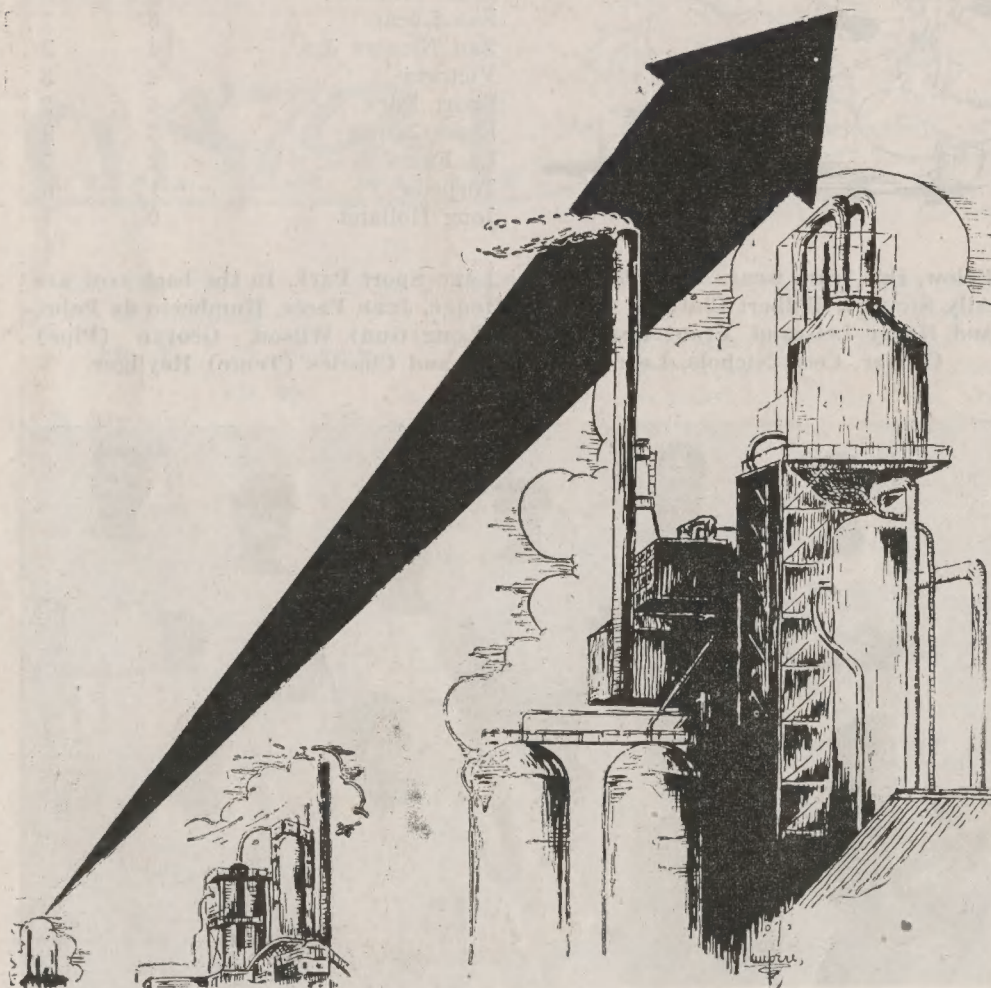


Any way you
that's a lot o



No one has ever seen 10,000 ships at one time, and no one ever will, for they would extend farther than the eye could reach. In fact, 10,000 modern big tankers, each holding 100,000 barrels of oil and touching bow to stern all the way, would reach from San Nicolas to Miami, Florida. The billion barrels of crude oil that Lago has run since January, 1929, would fill every one of those 10,000 tankers.

Ningun hende a mira 10,000 vapor hunto, i nunca lo presencia tal escena tampoco, pasobra nan lo extende mas leeuw cu bista humano por alcanza. En realidad, 10,000 tankers moderno, cada uno cu un capacidad di 100,000 barril di azeta, cu nan proa i popa contra otro, lo yega fo'i San Nicolas te Miami, Florida. E billon barril di petroleo crudo cu Lago a refina desde Januari, 1929, lo yena cada un di e 10,000 tankers ey.



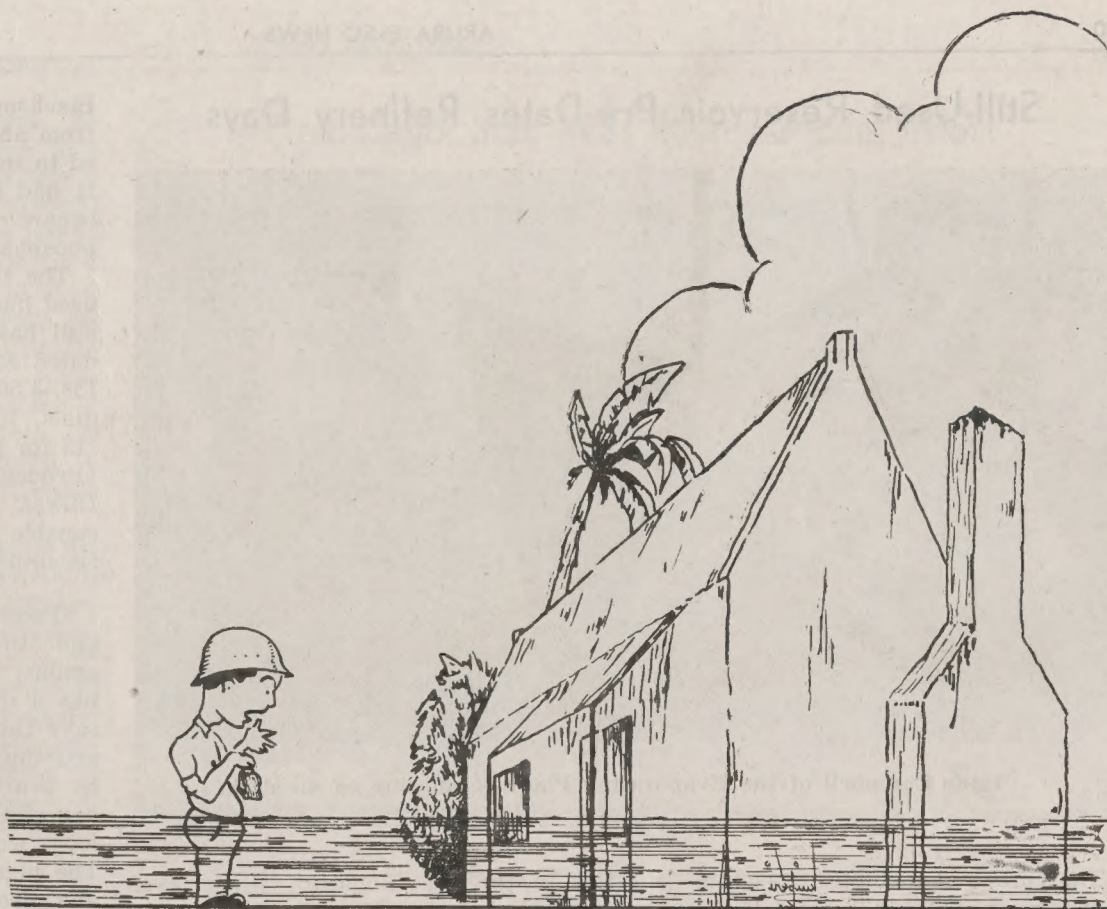
At left the artist has pictured the billion barrels in terms of the stills that processed it. The early days are represented by the tiny topping still; a Cracking Plant unit illustrates the middle years; and a giant catalytic cracker, biggest and newest in refinery technique, shows the time of the billionth barrel. Wartime restrictions prevent giving the yearly totals that make up the billion. They can only be symbolized by a line that starts at nothing and widens tremendously as the years pass, and is topped by an arrow that still points upward.

Na banda robey e artista a duna un aspecto di e billon barril den terminanan di e stillnan cu a refin'e. E dianan primitivo ta worde representá door di e still chiquitico; un planta di cracking ta ilustra e anjanan mediano; i un cracking catalitico di enorme tamano, es di mas grandi i mas nobo den tecnica di refinaria, ta mustra e tempo di e billon barril. Restriccionnan den tempo di guera no ta permiti dunamento di e totalnan anual cu ta completa e billon. Nan por worde solamente simbolizá door di un linja cu ta cuminsa na zero i ta ancha tremendamente segun anjanan ta pasa, i ta carga na cabes un flecha cu ainda ta punta ariba.

look at it,
pet-oleum—

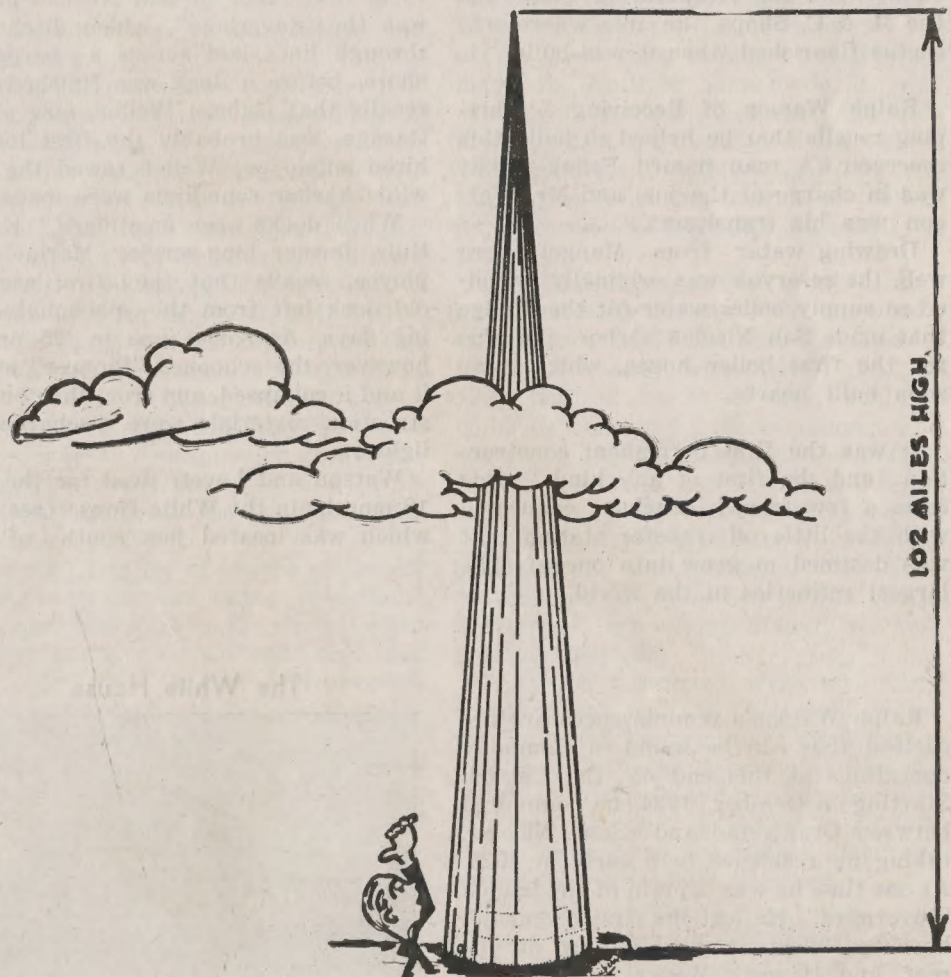
Aruba's area is approximately 65 square miles. If it were a LEVEL 65 square miles, and the billion barrels were poured on without any running off, the island would be covered to a depth of almost 40 inches. (To be exact, the best slide-rule calculations make it 37.2 inches, enough to cause the look of surprise on this employee's face).

Territorio di Aruba ta aproximadamente 65 milla cuadrá. Si Aruba tabata un HORIZONTAL 65 milla cuadrá, i e billon barril worde poni pa corre ariba dje sin cu nada bai perdi, e isla lo tapa cu azeta na un profundidad di casi 40 duim. (Pa ta exacto, e miho calculacionnan ta duna nos 37.2 duim, cu ainda ta un cifra basta regular pa causa un mirada di sorpresa ariba cara di e empleado aki).



Someone with a head for fantastic figures has calculated that an ordinary storage tank with a diameter of 115 feet would have to be 102 miles high to hold the billion barrels. (No, they didn't figure how thick the steel plates would have to be to contain the 150 million-ton weight of the oil).

Cierto persona cu un cabez pa cifranan a calcula cu un tanki ordinario di abastecimento cu un diameter di 115 pia lo mester ta 102 milla halto pa contene e billon barril. (No, nan no a calcula con diki e plaatchinan di stal lo mester ta pa contene e peso di 150 millon-ton di azeta).



Still-Used Reservoir Pre-Dates Refinery Days



Isaac Campbell of the Evaporating Plant is pointing to the date.

The coral-and-concrete structure above goes back even beyond the time of Lago's Barrel No. 1. It was built in 1925 as a water reservoir, and 20 years later it is still seeing service. It is located between the Evaporating Plant and the M. & C. Shops, an area where only cactus flourished when it was built.

Ralph Watson of Receiving & Shipping recalls that he helped to build this reservoir. A man named Frank Levitt was in charge of the job, and Mr. Watson was his transitman.

Drawing water from Mangel Cora well, the reservoir was originally intended to supply boiler water for the dredge that made San Nicolas harbor, and also for the first boiler house, which was soon built nearby.

It was the first permanent construction (and the first of any kind, aside from a few frame shacks) connected with the little oil transfer station that was destined to grow into one of the largest refineries in the world.

Ralph Watson's reminiscences are the earliest that can be found of Company operations at this end of the island. Starting in October, 1924, he commuted between Oranjestad and San Nicolas, taking up residence here early in 1925. At one time he was captain of the launch "Invermira". He lost his first command, however, when he piled her up on the reef, and Hendrik Wever, present cap-

tain of the tug "Bonaire", took over from him.

His first work was in surveying the harbor and laying out tank-sites, in preparation for the arrival of lake tankers. (The first laker in San Nicolas harbor was the "Inverlago", which discharged through lines laid across a barge to shore, before a dock was finished). He recalls that Gabriel Weller, now of the Garage, was probably the first locally-hired employee; Weller rowed the boat while harbor soundings were made.

When docks are mentioned, E. M. Ruiz, former long-service Marine employee, recalls that they first used an old dock left from the phosphate-mining days. At some time in '25 or '26, however, the schooner "Pioneer" struck it and it collapsed, and from then on construction materials were discharged on lighters.

Watson and Levett lived for the first 18 months in the White House (see cut), which was located just south of the

The White House



Blacksmith Shop. This building, dating from about 1860, had originally belonged to the father of the late John Eman. It had been a store, catering to the square-rigged sailships that came in for phosphate cargoes.

The two men slept in hammocks and used hurricane lamps for light. Ralph still has the first San Nicolas payroll, dated March 30, 1925, which was for Fls. 4.50 to Prudentia and Fls. 3 to Efiginia, for cooking and laundry, and a bill for Fls. 4.75 for water and firewood. (Prudentia is the mother of Freddie Dirksz, a little toddler then but now a capable laboratory assistant at No. 3 Laboratory).

History has a way of repeating itself, and the recent Company regulation against stray animals in the concession has a duplicate 20 years ago. Watson says their sleep was disturbed by the grunting of some wandering pigs owned by nearby householders, and he issued a notice that any pigs found running loose would be impounded in a corral. The pigs continued to wander at night, and also to grunt, so he and seven assistants spent a day chasing pigs through the cactus. Either the corral was defective or the owners thought it was nice of Ralph to save them the trouble of catching their pigs, because next morning every pig but one was gone.

One of the early jobs was running a railroad track to the promontory now called "The Hill", where they got granite for roads and tank foundations. The first driver on this railroad into the wilderness was Raymond Vrolyck, now chief engineer on the tug "Bonaire". (His father, Jose Vrolyck, now retired, was the first labor foreman).

Some other notable firsts:

Johan Eman, uncle of the late John Eman, was the Company's first agent here. For a time in 1925, he employed men for the first construction, paying them at the then standard labor rate of Fls. 1.50 per day and a noon meal.

Jan Beaujon, now of the Safety Division, helped the Company surveyor make the first survey of the concession, during a vacation from his school-teaching job. Idelgo Frigerio, now operator at the Government radio station, also assisted on the survey.

Pedro de Windt, now janitor at Receiving & Shipping, was the first pump-tender at Mangel Cora well, which supplied the first water.